CENTRALS SURPRISE CRESCENT VETERANS

Y. M. C. A .Play Athletic Club Soccer Eleven to a Standstill and Wins Easily.

MANUAL TRAINING IN LEAD

Defeats Erasmus Hall in Schoolboy League, While Commermercial Accomplishes De. feat of Boys' H. S.

The Crescent Athletic Club and the Central Young Men's Christian Association of Brooklyn clashed at Bay Ridge vesterday afternoon, and the result was Me surprise for the home team, which and itself outplayed to the queen's taste and beaten by a score of 5 goals to 1. credit of the visitors, before the Crescents had even a look-in during the sec-

One player-H. H. Shahbolt, centre for the Centrals-stood over head and shoulders above all the others in the game, for every one of the shots that counted for side came off the toe of his shoe. In that respect, it was practically a oneman victory

Both of the goals in the first half reculted fron passes by Waters at inside right, while the two goals in the first part of the second period were on exact repetition. At that stage Watson, inside right for the Crescents, asserted himself, and after a determined effort, forced his way tral's defence. From a pass by Crozier,

Centrals (5).	Position.	Crescents (1).
Danes		
Donlels	R. B	Dodwel
Poss	B	Charlwood
Thornian	R. H	Baxter
Cenaritary.		Armstrong
Promin	L. H	Humphreys
Minterestates.	O. R	Per
Kirkpatrick	T D	Watson
Waters	14 (7)	Taylor
H. H. Shaunc	***************************************	Macfarlane
Crozler	secretaride Misses	Macfarlane
Beckett	reserved. Marrie	Philip
Referee-F. I	Davies. Linesme	en-McNulty and
u shanholf.	Goals-H. H. Sh	anholt (5), Wat-
sen. Time of	halves-Forty-fit	ve minutes each.
	-	

Following up their victory over Erasmus the week before, the soccer players representing the Commercial High School, of Brooklyn, defeated Boys' High by 2 goals to 1. at the Prospect Park Parade being besieged daily for more space. This inds, yesterday. In the last five minutes there was considerable trouble over a close decision of the referee, who gave a growth and value of the national show. foul against Commercial, but would not allow a "penalty."
The line-up follows:

has there been so much floor space avail-

able and allotted as for next winter's ex-

unusual demand by manufacturers for

space is a striking commentary on the

Following the allotting of space for car

exhibits the Motor and Accessory Manu-

facturers last week allotted room to their

members who will exhibit accessories

and parts. In all more than 18,700 square feet of space was set aside for accessory

exhibits, and this amount is greater by

2,000 square feet than that allotted last year. So great was the demand by the

gram of the fourth floor of the Palace

had to be rearranged in order to accom-

in Chicago, there will be a greater dis-

play of electric vehicles than has ever

been shown at an automobile exhibition.

Electric car manufacturers will make

their allotments in a short time and

ber City from Oct. 7 to 10.

Does Not Use His Car.

"There is no doubt that the automobile

has proved its usefulness as an all-the-

year-round vehicle," says L. C. Rockhill,

of the Goodyear Company, of Akron,

Ohio. "But, at the same time, there are

many difficulties to be overcome in oper-

"A goodly percentage of car users store their machines during that period. The

accessories during the period of storage.

improper storage than almost any other

stress should be laid upon their care.

to remove the tires from the rims. Pile

them one upon the other, don't stand

"The room in which they are stored

should be moderately cool, because ex-

cessive heat or excessive cold will tend

to deteriorate rubber. A dark room is

preferable, as rubber is affected by the

obtainable, the tires should be covered

"Tubes should be inflated slightly,

enough to cause them to stand round.

casings if care is taken to see that the

casings are well dusted with French tal-

cum or soapstone before the tubes are

them upright.

with a large canvas.

"Tires are more likely to suffer from

modate the applicants

ourney to Akron.

makers for space that the dia-

hibition, and yet Manager S. A. Miles is

Commercial (2).	Position.	Boys' I	ligh (1).
lazarus	E4		Havman
Hugley	and the Barre	********	CAGGGGGG
MacMahon	C. H	******* 9	Rockmore
Steam of t	I. H		. Mortan
Siegel Herquail	O. R	********	. Tamberum
Rabricant	C		Buchan
Camas	O. L	*******	Hamilton
Referee-W. Aus men-Wallenmeller	and Fl	aschner.	Goals-

The Manual Training High School defeated Erasmus Hall by 4 goals to 6 at Prospect Park. Three of the tallies were notched in the first half and one in the second. Manual Training now leads the league, with 5 points, closely followed by commercial, of Brooklyn, with 4, the lat-

ter having played one game less. The line-up follows: Referee—Mr. Holman Linesmen—Messrs. Green and Jones. Goals—Titus. de Gau-densie (2), Clark. Manual Training. Timo -Halves of 30 minutes. Substitutes—Keys. Dahl, Francis, Davidson for Erasmus.

by playing them to a standstill in a scoreless game on Curtis Field. The line-up follows:

Morris High (0). Donnelly
Cher
Ramberstadt
Featherstone
D. Jones
Clason
Copman .TaylorG. Jones Referee—Mr. Burt. Linesmen—Messrs. Resenstein and Levine. Time—Halves of 80 minutes.

At West New Brighton yesterday afternoon Bensonhurst defeated Richmond County by 4 goals to 3 in a Field Club Soccer League game. Macphee shot three

increase the output. Caldicott. Linesmen—Jessu. Goals—Mcphee (3), Pert, Ben edy (3), Richmond County. Tim-Hints for the Motorist Who

COLUMBIA TRACK OUTLOOK

D. B. Young Expected to Aid Much in Track Coaching.

Donnell B. Young, captain of the Amherst track team two years ago, when he ating the car during the cold months. won the intercollegiate quarter-mile run n the Harvard Stadium in record time, has matriculated as a graduate student question naturally arises how best to take at Columbia, and is Funning with the track | care of the machine and its different nen in practice on South Field. Young will not be eligible to represent the Blue and White on the track, however, until ext year, and it is hardly probable that part of the machine. Considering that course will keep him on Morningside they cannot stand every condition, much Heights as long as that. He will be of much assistance to Bernie Wefers in When the automobile is stored, it is best coaching the Columbia quarter-milers, owever, and will probably also compete for one of the local athletic clubs.

Columbia has lost one of its most promsing track men this fall in the withdrawal of E. B. Randall, the high jumper, who has entered Harvard. Randall did six feet for Columbia at the Pennsylvania relay carnival last spring, but failed to light. If, however, dark quarters are not qualify at the intercollegiates. He will be ineligible to compete for Harvard until next year. Another setback for the Blue and White is the failure of Frank Kaufman, the Irish-American hurdler, to enter They should be piled in the same manthis fall. Kaufman was at Columbia two ner as the casings, with a covering to mough money to enable him to finish his may be safely allowed to remain in the ourse. The position he obtained has since developed to be a permanent one, and he dose not expect to re-enter Columbia or continue his college course.

AUTOMOBILE TRUCK PURCHASED BY FEDERAL BUREAU OF MINES, FOR RELIEF WORK IN CASES OF ACCIDENT



John Purroy Mitchel, the fusion candidate for Mayor, leaving his home in a Mitchell "Six."

Los Angeles to Phœnix Route a

Hard One This Year.

From all indications the car winning the Los Angeles to Phoenix road race or prominent space will be given to display to the best advantage the various types of electrics which will prevail for next fully the climbing ability of the aeroplane fully the climbing ability of the aeroplane with the endurance of a Western cow pony. W. J. La Casse, a racing driver, who participated in the 1911 and 1912 FOUND AKRON HOSPITABLE races, has just made a pathfinding trip with a party of Los Angeles newspaper men in a Lozier "Six." La Casse claims Firestone Dealers Owned Rubthat this year's course presents more dif-

ficulties than ever According to the pathfinders, the moun-Akron belonged to the Firestone Company from October 7 to 10, when more tain route between San Diego and the imthan two hundred branch managers, perial Valley, in California, calls for the salesmen and representatives of the firm limit of racing hardiness and immunity gathered in the Rubber City for their to fear. Climbing the third mountain annual sales convention. Eastern men range on this stretch an altitude of 3,589 used a special car for the trip from New feet is reached. Then comes a remark-Morris High surprised the Curtis High York. Visitors from the West met in Chi- able drop to a point six feet below the cago and also used a special car for the sea level on mountain grades that test Most of the first day was occupied with this drop is fourteen miles long, and some meeting the travellers at the station and of the turns are so sharp that the driver installing them in the largest hotel in the cannot see five feet ahead of his car.

Soccer League game. Macphee shot three game. Game game. Macphee shot three game. Game game. Tours of the tire and rim plants were also on the programme. The line-up:

Sensonhurst (4). Position. R'mond Co. (3). Rahgabar. G. Wall be a minor obstacle in companison with the many emergencies which the game was the company's growth during the last year. One addition has been made to the tire plant and two new wings hatson. L. B. Roberts Raisell. R. H. Watkins State. C. W. Beeker State. C. W.

At the Grand Cefftral Palace, as well as DESERT RACE IS DIFFICULT Decline of Road Racing Is Fault of Promoters

So Declares Armour Ferguson. Well Known Driver.

EXPECTS STRONG REVIVAL

Unfair, He Says, to Ask Entrants to Stand Big Expense, with Little To Be Won.

account of a lack of entries there has an hour, for that is part of the game, yet does not seem of particular importance. been a great deal of talk as to the prosdriver and machine alike. The grade on pects of these two classics ever being run by hospital bills. again in this country. The calling off of the races was a keen disappointment to installing them in the largest hotel in the city, several floors of which had been reserved for them. The hotel had been decorated inside and out, and no efforts would mean a drop of 1,200 feet to the bottom of a canyon. For twenty miles a number of other drivers who had planned to with of San Diego the racing cars will be able to make fast time over the good their welcome was a genuine one and that factory and city were theirs during the convention.

On Wednesday morning the branch managers held their first meeting, and Thursday the formal organization of the convention was effected. The next two flays were occupied with addresses by department heads on the manufacture and sale of tires and discussions of the points brought out. Tours of the tire and rim begins the long stretch of mountain work, to be succeeded in turn to follow a winding route.

The tires have to be wrapped in canvas to secure traction, and the wheels have graphed in the convention was effected. The next two flays were occupied with addresses by department heads on the manufacture and sale of tires and discussions of the points brought out. Tours of the tire and rim brough the deep tracting cars will be a number of drivers who had planned to there feet two races if the promoters had enter the two races if the promoters defined to do so on general principles because he believed the amount to be deed to do so on general principles because he believed the amount of the company of the deep ruts is next to import the track, as climbing out of the deep ruts is next to import the deep ruts is next to import the track as climbing out of the deep ru a number of drivers who had planned to enter the two races if the promoters had West, where several very successful road

organization or city. The majority of little else out of racing.

cumstances at the end of a racing season. Only a man familiar with racing driver thinks little of the risk he is tak- wire wheel, but to those of us who have Because of the abandonment of the vanderbilt Cup and Grand Prize races on ing when travelling eighty miles or so used both wood and wire this question tected by a brass railing.

> "In my opinion, there's nothing what ever the matter with racing. The trouble lies with the promoters of races. In the

WINTER CARE OF TIRES Boillot Easily Champion Among European Drivers

Threatened Him in Recent Race for the Coupe de l'Auto.

From the racing results in Europe duronly is the Peugeot car the champion, but that Boillot stands far ahead of all the D'Avaray and driven by Anasagasti, other drivers, including his team-mate, This combination finished in seventh Goux, who demonstrated his ability to ! America in winning the 500-mile race at Indianapolis. Boillot was unable to come here for the Speedway race, being engaged in preparing the firm's racing machines for road contests to follow in France.

periority was furnished in the Coupe de l'Auto, the final of the great road eral points for light touring cars and races, which was contested over the exceedingly dangerous for heavy cars. Boulogne circuit. The Peugeot team in- All tourists are advised to avoid this cluded also Goux and Rigal; while on other teams were such stars as Guinness, Resta, Tabuteau, Guyot and Losci. The course was of 32 miles to be covered

tweive times, a total of 3% miles in all. Years ago, and dropped out to earn prevent their exposure to the light. Tutes and was never extended. Only in one lap was as regular as clockwork in passing seconds in the second lap, and thereafter Blanke, of Fort Worth, Tex., said that -the first-was he beaten, and in that the use of a motorcycle would mean the it cannot be tampered with by interested Goux had all the advantage by a single saving of the services of one man and employes. The mechanism is simplicity

None of the Other Stars the official stand every half hour. At ahead of Goux and twelve minutes ahead of Guinness's Sunbeam, which finished third. The winner's average over a miles better than the previous record.

Two Buicks started in the race, under the pilotage of Repusseau and Drouillet, ing the season it would appear that not but both were compelled to retire in many instances with sad results. through mechanical troubles. The Argentine was represented by a car called place.

A ROUTE TO AVOID.

The main road between Keyport and Perth Amboy is in very much worse than its usual bad condition, according The most recent proof of Boillot's su- to recent reports. In wet weather it would be practically impassable at sevroad during the winter, as there is no prospect of its being repaired.

'CYCLE DISPLACES HORSES. In recommending the purchase of a

motorcycle for the plumbing division of his department, Water Commissioner second. He took the lead by twenty three horses in the department.

CHECKS WORTH OF VEHICLE New Device Likely to Reduce

Delivery Expenses. Almost without exception business concerns which have goods to deliver have

the finish he was nearly ten minutes long realized in a more or less vague way that this branch of business costs more than it should. Because it has been imslippery course was 64% miles, about 9 possible to get any accurate knowledge of the movements of vehicles, the owners have been compelled to rely entirely upon the honesty and efficiency of their drivers. A little device called the recordograf

the invention of a Philadelphia mechanical genius, which is being widely adopted. seems likely to solve the problem for many. Attached to any wheeled vehicle, motor or horse-drawn, it makes a complete record of every instant of the vehicle's time throughout the day, thus putting the owner in the closest possible touch with his entire delivery or transportation system and showing where leakage is taking place.

It records the time of the start, the time of the return, the distance covered during the day and between any given hours, every stop made during the day, the time each stop was made and its duration, the various speeds attained and the speed at which the vehicle was moving at any particular time. It records all this more accurately and faithfully than would be possible even if an observer ac-

companied each vehicle. The instrument is small, easily attached to any vehicle, and is so arranged that itself.

SIX-CYLINDER CARS

Many Accessions to the List Veritable Hospital on Wheels of Producers for 1914.

Noted Designer Has Written a Provision Is Made Even for Book Analyzing Trend of Automobile Industry for Next Season.

That the six-cylinder car will attain a greater vogue in the future is a prediction made by Howard E. Coffin, one of the foremost automobile designers of the country, in a book entitled "A Critical Analysis of Motor Cars of 1914," just issued by the Hudson Motor Car Company, of Detroit, of which he is vice-president. Mr. Coffin has long been recognized as an authority in his line, and his statement is of much interest by reason of the fact that other leaders in the industry have from time to time expressed the belief that the "six" will decline in favor and that the "eventual car" will be fitted with a four-cylinder engine.

As showing the progress of six-cylinder development, Mr. Coffin presents a table that appears to bear out his view, although it may not be convincing to the maker who holds to the "four." The table shows, as every one knows, that the pioneer cars were of the one and two cylinder variety. As early as 1908 the 'six" was making a strong bid for favor, and there has not been a year since that the number of its exponents has not in-

The makers of six-cylinder cars in 1908 were Pierce, Winton, Peerless, Stevens-Duryea, Lozier, Franklin, Oldsmobile and Two years later only one firm, the Mitchell, had been added to the list, and in 1911 the Locomobile and Pope-Hartford companies began to produce this type. Pierce and Winton were the only two at that time building "sixes" exclusively. For 1912 there were added to the list the Packard, Chalmers, White and Garford. This year the factories exploiting six-

baker, Speedwell, Herreshoff, Cole, Marmon, Maxwell, Oakland and Kisselkar, Next year, according to Mr. Coffin's information, the number will jump to thirty-seven, of which fourteen will build only the one type

The reverse side of the argument is also produce "4s," and that several of thing but the four-cylinder type. Among

Reo and Hupmobile.

Mr. Coffin devotes space to the various including transmission, three and four point suspension, weight distribution, maintenance, electric lighting, self-starters, bodies, brakes, wire wheels, etc. He appears to expect the wire wheel to come into general use, and attributes its slow progress to the fact that there has been no certainty about the supply of the better class wheels. In this connection Mr. Coffin goes on to say:

"Many of the arguments in favor of private individuals, who get pleasure and points as the lightening of unsprung weight upon the tires, a better cooling of "To be sure, there are some drivers who the tires a' high speed, a decrease in tire make racing a business and who live upon wear as a consequence of this weight and seat and extending the full height of the make racing a business and who live upon their sales as a color of their winnings. There are fewer races cooling effect, and a snappler, or sometheir truck there is a series of compartments what livelier feeling in the car because of opening on the outside of the truck. These a driver is extremely fortunate in his the lessened weight in the wheel rim (leswinnings he will find himself in poor cir- sened flywheel effect), there can be little question as to the advantage.

"It is sometimes argued that the wood matters knows how expensive it is. A wheel is more easily cleaned than is the

MOTOR TRUCKS WILL GAIN NEW EXPONENTS AID ENTOMBED MINERS

Built for Government Bureau of Mines.

HOWARD E. COFFIN'S VIEWS IS COMPLETELY EQUIPPED

Bird and Cage Used in Detecting Poisonous Gas in Shafts.

To rescue, revive and treat entombed

and injured miners, and thus reduce the loss of life and lessen the injuries resulting from the periodic disasters in the coal mines of the United States, the Bureau of Mines of the Department of the Interior has evolved a new plan of relief work, involving the extensive use of motor rescue trucks of a special design, equipped with all the paraphernalle known in the science of relief work. The first vehicle of the new type, built

according to government specifications, was built by the White company, of Cleveland, and was delivered to the Bureau of Mines in Pittsburgh. It is a veritable hospital, carrying every piece of portable equipment that is useful in rescuing miners, quenching flames, resuscitating the unconscious and administering first aid.

Included in the equipment are two pulmotors, six oxygen tanks, fifty regenerators, an oxygen pump, two stretchers, a life line, box of explosives, lanterns, tents, fire extinguishers, a complete telephone system and a full complement of hose. axes, saws, miners' tools and medical and surgical supplies. The equipment is complete even to the extent of providing for the bird and cage that are used in detecting poisonous gases in mine shafts.

A majority of the members of the American Mine Safety Association, who saw the first truck in operation durings their recent convention in Pittsburgh, predict a big reduction in casualties as a result of its use. A mine explosion, with all its effects except human injury, was staged during the convention. The truck, with its full equipment, was tested by cylinder construction numbered twenty-government representatives, while mov-five, the newcomers being Hudson, Stude-ing picture operators, also employed by ing picture operators, also employed by the government, recorded every act and movement to show absent mine operators how lives can be saved and danger lessened.

The Bureau of Mines has proposed that mine owners in each district establish motor rescue stations at central points that twenty-three of these concerns will from which each district may be served. Inasmuch as instant access to everythe biggest producers in the United States thing is essential, the truck body has have never seen the necessity for any. been built with a special place for everything it carries. And everything must be these are the Cadillac, Overland, Ford, in its proper place. To this end the entire carrying space, except for the crew of trained rescuers, consists of compartother features of motor car construction, ments of varying size and odd shape, nearly all opening on the outside of the truck by means of snatch hooks.

Under the driver's seat are carried ter Draeger reviving outfits. Six oxygeni tanks are carried beneath the body on a specially built subframe and cradle, the tanks lying crosswise of the truck, so that they may be pulled out quickly when necessary. On the left side of the chassis frame there is attached an oxygen pump. which is operated by the power of the cars that are now racing are entered by wire wheels are good ones. Upon such motor. In back of the driver's seat there are hooks for a five-foot crowbar and

tent poles Immediately in back of the driver's

compartments carry a tent, 22 feet of hose, three miners' picks, three miners' shovels, one four-pound sledge and two hand axes. In back of these compartments are two seats, arranged lengthwise, with folding lazy-backs and pro-

AUTOMOBILES.

AUTOMOBILES.

Truck Time Saved!

You can now cut out the time and money losses due to disabled wheels, or tire and rim needs of any kind.

Next time you have trouble, take advantage of the skill of expert workmen and the complete stock of tires, rims and wheel parts at Firestone Service Station, 63rd Street and West End Avenue.

Here we have one of the most complete wheel-wrighting shops in the country. New wheels built from the hub out-any kind of a wheel job done-any part supplied-any disabled condition overcome in short order.

Firestone **Service Station**

meets the demands of real efficiency in the operation of trucks and other vehicles.

Modern machinery for wood or steelmachines for making wooden spokes and felloes-equipment for putting on felloe bands, rims and tires; for repairing broken wheels, cracked spokes and worn-out tires-workmen with factory knowledge and skill. All these are at your

command. No delay -no long waits. All the work done under this one roof, with facilities large enough to meet every demand.

Tell your driver when he has tire, rim or wheel trouble to telephone Columbus 7890.

The Firestone Tire and Rubber Co. of N. Y. Brooklyn Branch: 1197 Bedford Avenue ributors for The Firestone Tire & Rubber Co., Akron, O.